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THE WEEKLY OF
BUSINESS AVIATION™

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CESSNA AIRCRAFT is planning to conduct the first flight of its CitationJet April 9 in Wichita. A company spokesman refused last week to disclose the total number of orders Cessna has received for the new, $2.5 million entry-level business jet, but company officials said this fall they had 90 orders and expected to reach the 100 mark by the end of 1990 *(BA, Oct. 8/131)*.

FINAL REPORT by the General Aviation Manufacturers Association on its tests of the effect of High Intensity Radiated (Electromagnetic) Fields (HIRF) on avionics installed in aircraft concludes that test levels required by FAA are several magnitudes too high. The report, which was sent to FAA this month, is based on a series of tests conducted last summer on a Citation II airframe installed in the Electromagnetic Effects test facility at Beech Aircraft. GAMA said the test results "suggest that the test levels in [Radio Technical Commission for Aeronautics document] DO-160C, Section 20, are at least three times too high and quite possibly as much as six times too high when considering [the amount of energy actually reaching] the EFIS bundle." GAMA also noted that full aircraft level tests are "extremely difficult" to accomplish and very expensive and time-consuming. The organization recommended that "future aircraft certification for HIRF requirements be based upon bench level tests" and that a careful examination of test levels be conducted to ensure that equipment is not being "extremely overstressed."

U.S. AIR FORCE is working on an Enhanced Flight Screener (EFS) program that is aimed at coming up with a replacement for the T-41A, a military version of the Cessna 172. Air Force officials say EFS currently is in "the pre-request for proposals" stage, with issuance of a draft Request For Proposals (RFP) anticipated in late May. The Air Force, which expects that as many as 15 manufacturers may be interested in receiving the RFP, said it wants to buy 125 basic training airplanes. Cessna Aircraft produced some 860 military variants of the 172 in four different models between 1966 and 1983. However, Cessna is not expected to bid on the RFP because the civil 172 has been out of production for a number of years and 125 aircraft is not seen as a large enough order to justify resuming production.

U.S.-OPERATED BUSINESS JETS were involved in 32 accidents and major incidents last year, an increase of 39 percent over 1989, according to data compiled by Robert E. Breiling Associates of Boca Raton, Fla. Breiling said seven of the accidents involved fatalities and claimed a total of 20 lives. In 1989, U.S. business jet operators were involved in 23 accidents and incidents. Two fatal accidents that year resulted in four deaths. Corporate business jet operators experienced three accidents last year, including one fatal accident that claimed seven lives.

JUAREZ WANDERLEY is expected to be named commercial director for Brazilian aircraft manufacturer Embraer this week, replacing Heitor Fernandes Serra on the board of directors. Wanderley has been with the company since its inception in the late 1960s, serving in purchasing, contracts and most recently as production manager. Serra resigned in December along with former Chief Executive Ozilio Carlos da Silva, who was replaced by Joao Rodrigues Cunha, a senior economics ministry official *(BA, Dec. 10/225)*.

NOW ONLINE WORLDWIDE

The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • Dave Collogan/Editor, Kerry Lynch/Assistant Editor, Mer'Jin Sibley/Senior Copy Editor, Tom Woodall/Publisher • Published weekly by the Aviation Week Group of McGraw-Hill, Inc., 1221 Avenue of the Americas, New York, N.Y. 10020. (ISSN No. 0509-9528/90) • Officers of McGraw-Hill, Inc.: Joseph L. Dionne, Chairman, President and Chief Executive Officer; Robert N. Landes, Executive Vice President, General Counsel, and Secretary; Harold W. McGraw, III, Executive Vice President; Frank D. Pergiase, Senior Vice President, Treasury Operations; and Kenneth E. Gazzola, Executive Vice President, Aviation Week Group. • Subscription rates: Within the U.S., one year $420, 6 months $275. Quantity rates on request. Mailed first class. COPYRIGHT © 1991 by McGraw-Hill, Inc. All rights reserved. None of the content of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) without the prior written permission of the publisher.

Airport and Airway Trust Fund

Income Statement
October 1-31, 1990

	Current Month	Year-to-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	$ 10,609,000.00	$ 10,609,000.00
Transportation by Air, Seats, Berths, etc.	231,000,000.00	231,000,000.00
Use of International Travel Facilities	20,833,000.00	20,833,000.00
Transportation of Property and Cargo	16,000,000.00	16,000,000.00
Gasoline:		
Commercial 9 cents tax	234,000.00	234,000.00
Non-commercial 9 cents tax	2,232,000.00	2,232,000.00
Non-commercial 2.9 cents tax	744,000.00	744,000.00
Total Tax Receipts	$ 281,652,000.00	$ 281,652,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	$ 0.00	$ 0.00
Aviation Fuels Commercial	0.00	0.00
Gas Retailers Tax	0.00	0.00
Gasoline Manufacturer's Tax	0.00	0.00
Aircraft Use Principal	0.00	0.00
Total Reimbursements:		
Tax Receipts	$ 0.00	$ 0.00
Net Tax Receipts	$ 281,652,000.00	$ 281,652,000.00
Interest on Investment	$ 794,374.69	$ 794,374.69
Accrued Interest Income	107,239,612.48	107,239,612.48
NET RECEIPTS	$ 389,685,987.17	$ 389,685,987.17
OUTLAYS		
Interest on Refunds & Credits	$ 0.00	$ 0.00
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (168,700,000.00)	$ (168,700,000.00)
National Oceanic and Atmospheric Administration (NOAA)	0.00	0.00
TOTAL NON-EXPENDITURE TRANSFERS	$ (168,700,000.00)	$ (168,700,000.00)
TOTAL OUTLAYS/TRANSFERS	$ (168,700,000.00)	$ (168,700,000.00)
SURPLUS/(DEFICIT)	$ 220,985,987.17	$ 220,985,987.17

(Continued on Following Page)

Source: Airline Economics, Inc. from Treasury Department data for The Weekly of Business Aviation

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Airport and Airway Trust Fund
Balance Statement
As of October 31, 1990

ASSETS		
Undisbursed Balances:		
Available for Investment	$ 962.52	
TOTAL UNDISBURSED BALANCE		$ 962.52
Receivables:		
Interest Receivables	$ 413,026,188.45	
TOTAL RECEIVABLES		$ 413,026,188.45
Investments:		
U.S. Treasury Certificates of Indebtedness		
8-3/4% matures 6/30/91	113,746,000.00	
8-7/8% matures 6/30/91	$ 14,311,532,000.00	
NET INVESTMENTS		$ 14,425,278,000.00
TOTAL ASSETS		$ 14,838,305,150.97
LIABILITIES & EQUITY		
Beginning Balance	$ 14,617,319,163.80	
Net Change	220,985,987.17	
TOTAL EQUITY		$ 14,838,305,150.97
TOTAL LIABILITIES & EQUITY		$ 14,838,305,150.97

Activity Report
October 1-31, 1990

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	$ 1,404,429.41	$ 1,404,429.41
Grants-in-Aid	(12,013,938.62)	(12,013,938.62)
Facilities & Equipment	44,117,459.27	44,117,459.27
Research Engineering Development	1,482,395.27	1,482,395.27
TOTAL UNDISBURSED BALANCE	$ 34,990,345.33	$ 34,990,345.33
EXPENSES		
Operations	$ (25.00)	$ (25.00)
Grants-in-Aid	90,464,916.72	90,464,916.72
Facilities and Equipment	74,907,464.47	74,907,464.47
Research Engineering Development	11,864,846.12	11,864,846.12
TOTAL EXPENSES	$ 177,237,202.31	$ 177,237,202.31
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (168,700,000.00)	$ (168,700,000.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (168,700,000.00)	$ (168,700,000.00)

Source: Airline Economics, Inc. from Treasury Department data for The Weekly of Business Aviation

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